

For EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
 FOR 1909.

Complete Edition ... \$10.00
Small 6.00

Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

NO. 16,086. 號六十八零千六萬一第一 日九金月九九年元統宣 HONGKONG, THURSDAY, NOVEMBER 11th, 1909. 四拜禮 號一十月一九年零百九十一英港香 PRICE, \$3 PER MONTH.

CALL

AT

MOUTRIES'

FOR

THE PIANO

36 YEARS' EXPERIENCE.

SATISFACTION GUARANTEED.

S. MOUTRIES &
CO., LIMITED.

[540-2]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMEY & CO.,
General Managers
Hongkong, 24th October, 1909.

TRY OUR
CORNED BEEF
AND
CORNED PORK

THE
DAIRY FARM CO., LTD.

[563]

TOYS! TOYS!! TOYS!!!
GOOD NEWS FOR THE YOUNGSTERS.

We have just unpacked a large and varied
assortment of X'MAS CRACKERS,
X'MAS STOCKINGS, TOYS, DOLLS and
HALLS. All these Goods are of the Best
Quality, and will be sold at Cheap Prices.
We beg to invite Ladies and Gentlemen to
visit our Store, and convince themselves
before purchasing from elsewhere.
Prices very reasonable. Please extend your
patronage and be satisfied.
H. HIPTOOLA & CO.
13 and 15, D'Aguilar St.
Hongkong, 2nd November, 1909. [1373]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS
8.45 p.m. & 9.00 p.m. 9.45 to
every 2 hours.

SATURDAYS.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. 9.00 p.m. 9.45 to
11.15 p.m. every 1/2 hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexander Buildings, Da-

Yuan Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1909. [1260]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★

★★★

“IMPERIAL WHISKY”

A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.

WHISKY, PALL MALL

JOHN WALKER & SONS'

OLD HIGHLAND -

C. P. & CO.'S SPECIAL

BLEND

POET WINE, INVALIDS

DOURO

SHERRY, LA TORRE

AMOROSO

BENEDICTINE, D.O.M.

PRICES

ON

APPLICATION.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

[551]

CHAMPAGNES

SHERRIES

MARSALAS

BRANDIES

GINs

MADEIRAS

WHISKIES

PORTS

CLARETS

VERMOUTHS

BURGUNDIES

BITTERS

HOCKS and MOSELLES

LIQUEURS

ALES, BEERS and STOUT

15, Queen's Road Central.

[535]

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS,

Hongkong, 12th October, 1909.

TELEPHONE NO. 75.

535

PEARSON'S HYCOL

(CO-EFFICIENT 16/20)

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 16/20 TIMES more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS and NON-IRRITANT to HUMAN and ANIMAL life. NON-CORROSIVE. ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.
PRICE ... \$3.00 PER 1 GALLON DRUM.
" ... \$12.50 " 5 GALLON DRUM.
" ... \$2.60 " 1 GALLON IN BULK.

PEARSON'S SAPONIFIED CRESOL

CO-EFFICIENT 10; IN 1 GALLON DRUMS. To be obtained from usual Dealers. 5; IN 1 " Price on application.

Ask other Manufacturers of Fluids for a GUARANTEE of the GERMICIDAL STRENGTHS of their products (in relation to Pure Carbolic Acid) under the STANDARD TEST on TYPHOID GERMS, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a GENUINE DISINFECTION FLUID.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN
FOR PEARSON'S ANTISEPTIC CO., LTD.

[5133]

LANE, CRAWFORD & CO.

NEW STOCK OF

OAKMORE BOOTS

(ENGLISH MADE)

BLACK AND TAN CALF

\$12.50

\$14.00

EXTRA HEAVY SHOOTING BOOTS

(BLACK and BROWN)

\$12.00

\$17.00

LEGGINGS. PUTTEES.

LANE, CRAWFORD & CO.

Hongkong, 12th October, 1909.

BREWER & CO., LIMITED.,

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE, NO. 696.

NOW READY VERY CHOICE SELECTION.

FOR THE HOME MAIL

CHINESE CHRISTMAS CARDS,

JAPANESE CALENDAR,

TONKIN INLAID PEARLWORK.

BOY'S OWN PAPER,

BOY'S OWN P

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH WHISKY
A BLEND OF THE FINEST FINE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

ROB. PORTER & CO.'S
BULL DOG
BRANDGUINNESS' STOUT
IN PINTS & SPLITS.A. S. WATSON & CO.
LIMITED.

THE HONGKONG DAILY PRESS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.

All letters for publication should be written on
one side of paper only.No anonymously signed communications that
have already appeared in other papers will be
inserted.Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VOUTI ROAD C
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, NOVEMBER 11TH 1909.

The questions which the EARL STANHOPE has been asking in the House of Lords were doubtless suggested by the outspoken article on this subject which formed one of the series contributed to the Times by Mr. VALENTINE CHIROL after his return to London from a brief visit to the Far East. Lord STANHOPE inquired, firstly, whether in view of the German claim for participation in the construction and financing of railways in the Yangtze provinces, Great Britain still recognised Germany's claims to exclusive railway and mining rights in Shantung. According to REUTER'S telegram, Lord CREWE's answer to this question was that Great Britain had not given to Germany any assurance in the sense indicated, which we take to mean that Great Britain has never at any time given to Germany an undertaking to recognise her claims to exclusive railway and mining rights in Shantung. If that is the meaning the statement was intended to convey, those who have made a careful study of the history of the battle of concessions in China will be aware that, so far as railway rights are concerned, Lord CREWE's statement is not strictly in accordance with history as it has been written in the Blue Books. The China Blue-book, No 1 of 1899, contains the text of an agreement made between representatives of a German Syndicate, the British and Chinese Corporation and the Hongkong and Shanghai Bank, and it is interesting to

observe that the first proposal agreed to reads as follows:—"It is desirable for the British and German Governments to agree about the sphere of interest of the two countries regarding the railway constructions in China and to mutually support the interest of either country." This resolution was proposed by the Representative of the German Syndicate, who also proposed the two resolutions defining the respective spheres of German and British interest in China. The German Syndicate undertook not to compete in the English sphere, and England engaged not to compete in the German sphere. Though no diplomatic notes were exchanged between the two Governments it is made clear that the arrangement made by the financial groups was endorsed by both Governments. Notwithstanding this agreement the Germans, as Dr. MORRISON pointed out a few months ago, have secured not only a railway connection between the three Treaty Ports on the Yangtze, namely Hankow, Shasi and Ichang, covering two-thirds of the distance westward to the Szechuan border, but also a branch line running from this main line northward to the important inland "port" of Siyangyang, and thence eastward to the Peking-Hankow trunk line. Russia, too, though in 1899 she gave an explicit undertaking to Great Britain "not to seek for her own account, or on behalf of Russian subjects or of others, any railway concessions in the basin of the Yangtze," has recently furnished a loan for railway construction in this sphere. Lord STANHOPE inquired whether in view of this abrogation of the Anglo-Russian Agreement of 1899 British subjects were now free to claim opportunity north of the Great Wall. Lord CREWE's reply to this was that the loan did not appear to contravene the Convention. Literally it does not, but it is unquestionably a flagrant violation of the spirit of the agreement. His Lordship said it was important to remember the great change which has taken place in China since the Anglo-Russian Agreement was made. Whereas at that time the battle was for railway concessions under foreign control, all railways now being constructed are under the control of the Chinese Government—and presumably in the view of the British Government all danger of foreign "conquest by railway" is removed. But that is not the

fact that important political and economic advantages have been lost to Great Britain by the neglect or inability of the Government to secure the due observance of the solemn agreements whereby the Yangtze region was believed to have been conserved as a purely British sphere of influence, and though, as Lord CREWE says, the times have changed in China since those agreements were negotiated, yet it cannot be seriously maintained that the changes warrant the scrapping up of those agreements. Mr. CHIROL has very forcibly pointed out how the permanent stability of China's credit is likely to be impaired by placing at her disposal large amounts of money without adequate guarantees that they will be usefully and honestly expended. It is public knowledge that the Germans acquired their interests in the Yangtze Valley by offering money without the guarantees that the British deemed absolutely essential; and if the British were disposed to take the same risk in Shantung there is nothing in Germany's mining and railway agreement with China to prevent them acquiring either railway or mining interests in Shantung. But they have no inclination at present to compete along those lines. In the view of Mr. CHIROL and many others the Chinese Empire is exposed to the danger of national bankruptcy and ultimate disruption through reckless borrowing to which German finance, it is considered, so willingly lends itself. This is a view the British Government does not apparently take into account, and in any case it is powerless to do anything in the matter. It is China's own concern.

An Italian prostitute was charged before Mr. E. R. HALLIFAX at the Magistracy yesterday with soliciting. His Worship imposed a fine of \$25.

To-day being the birthday of H.M. the King of Italy, Chevalier Volpicelli, the Consul-General for Italy, will be at the Consulate from 10 a.m. to 12 noon to receive calls.

Inspector Kerr charged eleven gamblers before Mr. HALLIFAX at the Magistracy yesterday. Two keepers of the game were fined \$40 each and each of the players was ordered to pay a fine of \$5.

We are asked to state that the Norddeutscher Lloyd are also Official Agents of the Ober-Ammergau Passion Play, and they forward us a list of the players selected to take part in the famous play next year.

In some recent garrison orders at Singapore it is stated:—"The Royal Engineers are in possession of an efficacious white ant-exterminator, and on being applied to by C. O.s will make the necessary arrangements for applying it." Hongkong could do with some of it.

An old Chinese from Stanley was charged by Sergeant Brazil at the Magistracy yesterday with keeping an opium den without a licence, and with being in unlawful possession of a quantity of opium. After hearing the evidence Mr. J. R. WOOD imposed a fine of \$100, the alternative being six weeks' imprisonment.

We are asked to state that a special car will be run on Monday, Nov. 15th, to the Peak ten minutes after the close of the Concert which the Cameron Highlanders are giving in the Volunteer Drill Hall. Seats should be booked early, as the accommodation of the Hall is limited. A plan of the Hall can be seen at Messrs. Moutrie and Co.

The tartan is seen once more in our midst. The transport Soudan arrived here yesterday from Tientsin, having on board the Cameron Highlanders, who are on route for Bombay. The killing will disembark today at Stonecutters, where they will be under canvas for ten days. It is reported that the Camerons have made a big list of football fixtures for the time they will be here.

The fourteen men and a woman who were arrested by Chief Detective-Inspector HANSON and a squad of police on Monday night for keeping a common gaming house were charged before Mr. E. R. HALLIFAX at the Magistracy yesterday. The hearing was adjourned until to-day, and the woman, who was represented by Mr. J. H. GARDNER, was admitted to bail in the sum of \$1,000.

The Taku-maru affair has not been forgotten by the Chinese in Australia. When the Chinese Consul-General in Sydney embarked on board the Kusunomaru on his return home a few weeks ago, it is reported that not a single one of his countrymen went to the wharf to bid him farewell, although the Consul-General was very popular among them. This was done as a protest against the Consul-General travelling by a Japanese steamer.

The Roman Catholic Bishop at Seoul has written as follows to the *Seoul Press*:—A telegram from Tokyo, reproduced by several Japanese and Korean papers here, states that the Korean assassin of the regrett Prince Ito is a Catholic, who was also concerned in the murder of the late Mr. Stevens in America. I am in the right in affirming that the report is absolutely false. No Catholic was ever mixed up with the murder of Mr. Stevens in America or in any manner engaged in any political opposition in this country. It will be observed that this letter does not explicitly deny that the *Seoul Press* was able to give that explicit denial in a telegram to the Roman Catholic Bishop of Tokyo.

An edict has been issued by H. M. the Korean Emperor briefly summing up the meritorious services rendered by Prince Ito to the East, and above all, to Korea, and expressing profound sorrow at his untimely demise. His Majesty especially expresses his appreciation of the Prince's service as Grand Tutor to the Korean Crown Prince. The edict concludes with the statement that H. I. H. Prince Eui

Has been ordered to Tokyo in order to attend the funeral of the late Grand Tutor, and that he has ordered the Household Department to present to the Prince the posthumous title *Min Cheong*. These two characters are defined as meaning "pre-eminence in morality, wide knowledge, whole-hearted devotion to the fatherland, and self-sacrifice."

HONGKONG SPORTING ANNUAL.

A useful and handy book of reference on local sport has just been printed for the colonists by the *Hongkong Daily Press*. It is entitled the "Hongkong Sporting Annual," and the compact little volume, with its 160 pages, is replete with information on every sport in the Colony. The cricket, football and hockey fixture lists supply a real want, and the data on all the other pastimes is decidedly interesting. The work, which must have entailed no little research, seems to be carefully compiled, and all those who wish to follow sport closely will find the Annual invaluable.

A SUBSTITUTE FOR DROSS OPium.

OPium Farmer's DIFFICULTY.

Research by a Chinese has resulted in his finding a substance so nearly resembling opium dress as to deceive the Opium Farmer's tester. When this native was charged before Mr. J. R. WOOD at the Magistracy on Tuesday with being in possession of a quantity of dross opium, the tester declared in the witness-box that the exhibits before the Court were what the charge stated them to be. As the defendant denied this, however, his Worship decided to remand the case and submit the dress to the Government Analyst for examination. It

has since transpired that some other commodity has been pounded down, put into a cloth and boiled, and then put over a pot of boiling opium dress. Thus the steam of the genuine article passes into the substitute and gives it the smell and flavour of the real dress, and, as has been stated, even deceives the testers in their analytical examination. This substance is sold to the dress dealers, who mix it with their genuine stock and sell it to the Farmers. The Farmer is thus placed in a difficulty in connection with his dress business, and will probably have to go to the trouble of sifting this class of opium. When this discovery was made the charge against the defendant was withdrawn.

Inspector Kerr charged eleven gamblers before Mr. HALLIFAX at the Magistracy yesterday. Two keepers of the game were fined \$40 each and each of the players was ordered to pay a fine of \$5.

We are asked to state that the Norddeutscher

Lloyd are also Official Agents of the Ober-

Ammergau Passion Play, and they forward us a

list of the players selected to take part in the

famous play next year.

TELEGRAMS.

Protected by the Telegraphic Message
Copyright Ordinance, 1894.REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."RAILWAY INTERESTS OF THE
POWERS IN CHINA.

QUESTIONS IN THE HOUSE OF LORDS.

LONDON, November 10th.

The Earl of STANHOPE asked in the

House of Lords yesterday, firstly,

whether in view of the German claims

to participation in the construction

and financing of railways in the

Yangtze provinces Great Britain had

recognised Germany's claims to

exclusive railway and mining rights

in Shantung; secondly, whether in

view of similar claims by Russia in

the Yangtze region, the Anglo-

Russian Convention of 1899 having

reference to railways had been

abrogated enabling the British to

claim equal opportunity north of the

Great Wall; and, thirdly, whether it

was not advisable to determine the

geographical limits of Japan's veto on

Chinese measures to develop Western

Manchuria and Mongolia.

Lord CREWE, in answer to the first

question, said Great Britain had not

given to Germany any assurance in

the sense indicated. As to the second

question, the participation of the

Russians in railway enterprise in the

Yangtze Region was confined to a

loan unsecured by any mortgage

on the line. The loan did not appear

to contravene the Anglo-Russian

Convention. The Government did

not anticipate that similar British

participation in railway enterprise

north of the Great Wall would be the

occasion of a protest on the part of

Russia. It was important to remember

the great change that had taken

place in China since the Anglo-

Russian Convention was made.

and it was also important to remember

that all new roads would be under

the control of the Chinese Government.

The answer to the third question was

that as the matter stood it was

entirely one for arrangement between

China and Japan.

THE LORDS AND THE
BUDGET.

LONDON, November 10th.

The "Times" announces that the

Opposition will move a resolution in

the House of Lords stating that the

issues are so serious that the House is

unable to pass the Budget before the

country has been consulted.

PEERAGE FOR SIR JOHN
FISHER.

LONDON, November 10th.

A peerage has been conferred upon

Admiral Sir John Fisher, First Lord

of the Admiralty.

MR. ASQUITH ON THE
OUTLOOK ABROAD.

LONDON, November 10th.

At the annual Lord Mayor's

banquet at the Guildhall Mr. ASQUITH

(the Prime Minister) said the foreign

political situation was brighter than

it was last year, and he knew of

nothing in the way of a full and

friendly understanding with Germany.

He referred in the course of his

speech to the spontaneous association of

the Government and people of

England with Japan in her mourning

for Prince Ito, her most illustrious

statesman.

SIR SVEN HEDIN.

LONDON, November 10th.

The Honours List includes the

name of Mr. Sven HEDIN, the Swedish

Explorer, who is made a Knight

Commander in the Most Eminent

Order of the Indian Empire.

FIRE BRIGADE COMPETITION.

GOVERNOR PRESENTS PRIZES.

His Excellency the Governor, who was attended by Captain Mitchell-Taylor, A.D.C., was present at the annual competition of the Fire Brigade held on the compound of the Central Police Station yesterday afternoon. There was also a small attendance of ladies and gentlemen, who happened to hear that the manoeuvres would be carried out that afternoon. There was a good muster of European and Chinese firemen, whose operations were performed under the observation of Mr. F. J. Badoley, Superintendent of the Brigade, Captain F. W. Lyons, Mr. P. F. J. Wodehouse and Intelligence Officer Lane.

Mr. F. B. L. Bowley, Crown Solicitor proceeded.

SUPREME COURT.

Wednesday, 10th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISE JUDGE).

A MESS BILL.

The Hung Cheong firm of compradores, Kowloon, brought an action against John Robertson, of Messrs. Shawan, Tomes & Co., to recover \$74.56, being balance alleged to be due for goods sold and delivered. Mr. Reader Harris, from the office of Messrs. Wilkinson and Grist, appeared for plaintiffs, while defendant was represented by Mr. J. H. Gardner.

Mr. Harris said the claim was for half a mess account during the months of August and September. Defendant had had dealings with plaintiffs since February last and the accounts were paid till the end of July. Mr. Robertson was away during June and July, and the mess bills were paid during that time by Mr. Turner. At the end of August the account was rendered to Mr. Robertson, who wrote to plaintiffs asking that the bill stand over for a month. Goods were supplied during September, and at the beginning of October application was made for payment. Defendants then told plaintiffs that Mr. Turner should have paid the account, as (defendant) had paid his share to Mr. Turner. On enquiry being made it was ascertained that Mr. Turner had left the Colony. The books, however, showed that the account was against Mr. Robertson, and they looked to him for payment. Mr. Turner had paid two months simply because Mr. Robertson was away. Plaintiffs were only claiming half the account, although they would have been entitled to claim the full amount, as Mr. Turner had not paid his share.

The managing partner of the plaintiff firm give evidence bearing out the statement made by his solicitor. Under cross-examination he admitted that the characters or one of the books produced was the "Turner mess account," and another book showed the entry "Robertson private account."

Mr. Gardner stated the case for the defence. Defendant said he took a flat and Mr. Turner came to live with him, practically as his lodger. By the end of May Mr. Turner owed him \$300 and on June 4th defendant suggested, as he was leaving the Godown Company, and had no prospects, that Mr. Turner should do something to repay him. It was arranged that Mr. Turner should take over the establishment, defendant paying him \$100 monthly, from which \$25 was to be deducted in repayment of the money owed by Mr. Turner. Witness then sent outchits to the tradespeople informing them that Mr. Turner would in future be responsible for the accounts. When he went to Deep Water Bay he paid half the rent and the servants' wages, but Mr. Turner paid for the food.

Cross-examined.—He did not send a chit book with the chit to plaintiffs and had no knowledge beyond the messenger's statement that the chit was received.

Mrs. Flaris contended that if defendant had wished to escape liability he should have sent an explicit notice to plaintiffs that he would be no longer liable, instead of merely intimating that the accounts should be sent to Mr. Turner.

His Lordship reserved his decision.

CHURCH MISSIONARY SOCIETY.

BAXTER SCHOOLS BAZAAR.

The annual sale of work in aid of the C. M. S. Baxter Schools, or Fairies, as it is better known, took place yesterday afternoon at the City Hall. There was a large display of work of more than ordinary merit, and as it was tastefully arranged, the interior of the Hall presented a pleasing aspect. The ladies who took charge of the various stalls were:

Refreshment stall—Lady May, Mrs. Lyon, Mrs. Greeson.

Fancy stall—Mrs. Lander, Mrs. J. Hastings, Mrs. Badley.

Pictures and frames stall—Mrs. Bell, Miss Penriddick, Mrs. Ede, Mrs. Bedford.

Fancy stall—Mrs. Tooker, Miss Bryer, Mrs. Walker.

Japanese stall—Miss Hazelton, Mrs. Waller, Mrs. Baker.

Fancy stall—Mrs. Hutton Potts, Misses Hutton Potts, Mrs. Timothy Wright.

Dolls stall—Mrs. Beck, Mrs. Edkins, Mrs. Pinckney.

Children's clothes stall—Mrs. Lammett, Mrs. Seth.

Woolen stall—Mrs. Thomson, Mrs. Piercy, Miss Hance.

Toys and sweets stall—Misses May, Misses Lander, Miss E. Hastings.

One dollar stall—Miss Armstrong, Miss Wallace.

Grab bag—Miss Pearce, Miss Harker.

The opening ceremony took place at three o'clock, when H. E. the Governor attended. There were also present the His Lordship Bishop, Lander, and a number of clergy.

The proceedings having been commenced with a Collect, the Bishop said that all present were aware that the sale was on behalf of the Church Missionary Society School, one of the oldest institutions in the Colony, and one that was so popular that it did not need advertising to secure a brisk sale.

They were all delighted that His Excellency had kindly come to open the sale, and without further delay he would ask His Excellency to do so.

His Excellency—Ladies and Gentlemen—I have very much pleasure in announcing the sale to be open, and everyone is at liberty to purchase as much as they like at once. (Applause.)

The ladies at Fairlea wish to thank His Excellency the Governor for opening the sale, the Harbour Master for the use of flags, and the ladies who conducted the sale.

CORRESPONDENCE.

CHRISTIAN SCIENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—It is possible that Mr. Paget's bitter attack on Christian Science, as reported in your issue of the 9th inst., was made in good faith. It may be that he genuinely believes what he says and is merely prevented by prejudice from ascertaining what Christian Science really means and is not. None are so blind as those who are not. Nevertheless, it is not right that a man in Mr. Paget's position should permit him to make wild statements which are so totally at variance with facts.

The cursus of all manner of sickness and all manner of disease, both organic and functional, which Christian Science is daily effecting are beyond cavil, and are now acknowledged by all acquainted with the facts. Doctors themselves are in many instances testifying as to these cures and several have abandoned the profession of medicine in order to devote themselves to Christian Science healing. I am prepared to substantiate my statements.

The vast majority of people who turn to Christian Science for relief do not do so until the doctors have declared that they are unable to effect a cure. That Christian Science generally proves efficacious in such cases is the verdict of an ever-increasing multitude of people from all parts of the world, many of whom have been raised from their deathbeds to speedy health. For one child that dies in spite of Christian Science treatment, and the account of which is announced with sensational headlines in the Press throughout Europe and America, there are thousands that owe their daily good health solely to Christian Science; but in these latter the Press is not interested.

It is reported in Mark vi: 4, that in a certain district Jesus "could there do no mighty work and He marvelled because of their unbelief." That Christian Science practitioners are not more uniformly successful is in many instances a matter for which the world has itself to thank.

That the Church Congress should annually be the scene of these bitter attacks on those who are striving (however imperfectly) to obey our Lord's command to, "preach the Gospel and heal the sick" may well arouse wonder among those unacquainted with history. The Chief Priests crucified our Lord because the theology he taught was at variance with the orthodoxy of that day, and since then every reformer has suffered persecution at the hands of the Church. To-day it is the turn of Christian Science, but, thank God, the light which has now broken forth neither Church nor State can quench.

Jesus said, "All these things that I do can ye do also," and Christian Science is proving His words to be true. Heaven and Earth (all mortal and material concepts) will pass away, but His words will not pass away till all are fulfilled.

I would say that Christian Scientists have the deepest respect for the honest men and women of the medical profession, and never in the history of the movement has any genuine Christian Scientist made any attack on them. On the other hand, attacks on Christian Science are constant, and such attacks as that by Mr. Paget are unworthy of a great profession.—I am, sir, your obedient servant,

H. F. T. FISHER, Major, Army Service Corps.

THE NEW CHINESE OPIUM REGULATIONS.

Mr. Laidlaw, in the House of Commons, last month, asked the Secretary of State for Foreign Affairs if a representation was made by his Majesty's Consul-General at Canton to the Chinese authorities for the release of a Chinese opium merchant, imprisoned in connection with the new opium regulations; if so, at whose request; what was the result; and did his action have the approval of the Foreign Office.

Sir E. Grey—I have received a representation that a representation was made by the Acting British Consul-General at Canton, pointing out that the arrest and imprisonment of a Canton dealer of the wholesale trade by the Opium Bureau contravened the assurances given by the Chinese Government that the regulations would not interfere with the opium trade. The Consul-General would appear to have acted on his own initiative. I am not yet aware of the result of these representations. The action of the Acting Consul-General at Canton has the approval of the Foreign Office. It does not imply any modification of the attitude of his Majesty's Government with regard to the progressive reduction of the import of opium.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 10th at 6.30 a.m.—Signals lowered. At 12.20 p.m.—The barometer has risen quickly over N. China, and a moderate rise has taken place over S. China and the Philippines.

The returns from Indo-China are lacking, but probably the typhoon has passed into the S. part of the Gulf of Tonkin.

The barometer has fallen rapidly over Japan, a depression having reached E. Japan from the Westward.

An anti-cyclonic area now lies over N. China, and gradients are steep along the coast.

Heavy monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N. to N.E.
Hongkong & Neighbourhood winds, strong; fair, equally.
Formosa Channel gales.
South coast of China between Hongkong and Lantau Same as No. 1.
South coast of China between Hongkong and Hainan Same as No. 2.

SPORTING NOTES.

FOOTBALL.

At last the Buffs are ousted from their position at the top of the League table, a position they have occupied since the first match of the competition held in November, 1908. The game was one of the finest I have seen in the Colony, and with a view to getting the most able and unbiased opinion available, I interviewed Rev. J. H. Hale, who is at present in Hongkong en route for Tientsin, where he goes as Chaplain to the Forces. The reverend gentleman was Hon. Secretary of the Army Football Association, and also President of the Kent Football Association for several years prior to his leaving for China. In the course of the conversation, the genial parson expressed his surprise at the high standard of the play in the game he had witnessed, especially under the trying climatic conditions. The defence of the gunners was, in his opinion, quite up to the standard of the average military team at home, and the attack of the Buffs was much better than anything he had expected to see east of St. Petersburg.

The cursus of all manner of sickness and all manner of disease, both organic and functional, which Christian Science is daily effecting are beyond cavil, and are now acknowledged by all acquainted with the facts. Doctors themselves are in many instances testifying as to these cures and several have abandoned the profession of medicine in order to devote themselves to Christian Science healing. I am prepared to substantiate my statements.

Recollecting that in my notes of last week I ventured the opinion that the Buffs were not keeping up their early season form, the result did not come as a surprise. Comment was made on the fact that the game extended three minutes over the allotted time, but this was due to the alteration of the rule which necessitated the making up for time wasted during the game, and the Buffs in benefiting by this alteration to the rule had patience rewarded, as there can be no doubt that without the penalty they were value for a goal in the earlier stages. It is perhaps well for the competition that the gunners did win, as the ultimate issue is now a very open question.

Goal scoring was the order of the day in the R. E. Naval Yard match. The Yards, having now broken their duck, so far as goal scoring is concerned, might easily be a team which would have to be reckoned with, and it is to be hoped that we shall soon see them get back to their form of last season. The Sappers seemed for a long time to be suffering from an attack of the "tired feeling," but of course there was every excuse for them not taking the usual interest in the game, as most of them leave for home on the *Reindeer*, which sails on the 17th inst.

Great interest was taken in the match on the Club ground, this being the first meeting of the two clubs as at present constituted. No one could gainsay the fact that the visitors deserved their win, but the absence of any attempt at combined effort on the part of the Club no doubt contributed largely to their downfall.

All four second division matches were played off on Saturday, a peculiar feature of the results being that the losing teams failed to score. On the other hand, the scoring was not heavy, which gave every one the impression that the teams

B.O.C. achieved a performance worthy of note by defeating the gunners at Lymann, but selfishness on the part of several of the players still retards the progress of the team in general.

The exposition of the game by the Moslems showed that they thoroughly understand the finer points of the game, but weight will prevent them from making much impression on the Military teams.

Luciano has yet to register their first win this season, and as they meet A Coy. on Saturday, will, I am afraid, have to wait yet another week, as the soldiers are a more scientific as well as heavier team.

The alteration of the football rules enabling referees to extend time in order that a penalty kick may be taken, that is, if the offence takes place within the regulation time, makes points which our local referees would do well to come to some understanding on, as some may crop up in any game. The points are:—(1) If the ball strikes the uprights or crossbar, would it be a goal if another player from the rebound put the ball into the net? (2) If the ball striking the uprights or crossbar rebounded on to the goal-keeper, and then into the net, would it be a goal?—that is, in the event of the kick taking place during additional time being played for the purpose of taking the penalty kick.

LEADING GOAL SCORERS.

Taylor, Buffs (5) 12
Watts, R.G.A. (4) 7
Brown, Kowloon (5) 7
Morrish, R. F. (5) 5
Browster, Liffs (5) 5

Numbers in parenthesis indicate matches played.

REFEREE.

CRICKET.

As was prophesied last week the weather clerk has been kind to us and pitches are beginning to improve all round. The test match on Saturday was productive of some good cricket. For the Probables Turner scored 54 and retired after playing a rattling good innings. It is likely that he will be top-scorer for his side in the inter-port matches. Hutcheson made a nice 45. He appeared nervous as usual for the first two overs, but after that his driving was refreshing to watch. If so, too, should prove useful during the coming matches. Baird gave a chance before he was scored, but afterwards settled down to safe cricket, and on present form might be considered one of the best all-round players in the Colony. Pearson is apparently keeping in good form, and scored 25 in correct style. The brothers

Oliver did well, and look certainities for a place in the selected eleven. Garnett scored the only duck's egg for his side, but compensated for this by securing 5 wickets for 25 runs. His bowling should prove very effective against the visitors.

Bird, as usual, bowled well, though his average 3 for 52, was not brilliant. The analysis shows 22 overs at a cost of less than 2½ runs per over, which demonstrated his staying power and ability to keep down runs. He is truly a useful trumper for any side. For the Possibles Edibrough scored 41, playing a much better and stouter game than in the earlier matches. Elbrough was good behind the wickets, and it is rather unfortunate that he did not bat. Bagnall's trumpering appeared to beat the batsmen quite often.

The evening practice last week was livened up by a game on the pitch, which gave trumper and fielders much better practice than they get at the nets. It is to be hoped that these games will be continued.

It is said that Harry Hancock does not intend to play in the inter-port matches nor does Fowler, who leaves for Homo on Saturday.

Hongkong are without some of their best material, but it is not unlikely that with a little luck they may have to bally after all.

LEAGUE CRICKET.

The Royal Engineers again showed their quality in a match against Craigengower. Their innings started badly, two ducks being registered for the opening wickets, but Power again did well and stopped what threatened to be a clean sweep. Captain Addison was top-scorer with 30 to his credit. The total, 92, was not a hard one to beat, but the home team could make no headway against the bowling of Kasane and Ono. The latter has improved on last year's form, when he played for Craigengower team. The total score of the defeated side reached 30 and included six "blobs."

Police met Kowloon at the Valley and were unfortunately short of their best bowler, Edward, and their best bowler, Kerr. They lost with one minute to go for time; it was obvious that they were playing for a draw. Kowloon's score, 125, was evenly contributed to by all the batsmen with two exceptions. Robinson was top-scorer with 19 to his credit. King was bowling well for his side, and secured 5 wickets for 31. Brewer did particularly well for Kowloon, getting 8 wickets at a cost of 22 runs. Kowloon may "buck up" at the end of the season, but the material at their disposal.

UNFIRE.

Police v. Engineers.

These teams met yesterday afternoon in a league match. The most remarkable feature of the match was the excellent bowling on both sides. The Buffs won by 63 runs to 45. Captain Addison for the Sappers made the best stand.

Lines, and judging by his performance with the bat, and in the field, looks a likely candidate for inter-port honours.

BUTTS.

Corps. McGregor, b. Liffs 3
Sgt. Harris, b. Baird 0
Sgt. Power, b. Baird 0
Capt. Addison, b. Baird 16
Corps. Osman, not out 0
Corp. Campion, not out 4
Corp. Taverne, b. Liffs 1
Sgt. Taverne, b. Baird 2
Corp. Palmer, not out 0
Corp. Harrison, b. Farrow, b. Baird 2
Sgt. Sturdy, b. Baird 0
Extra 4

TOTAL.

Total 45
BOWLING ANALYSIS.

Capt. Baird 0/4/6 2 16 6
Lieut. Innes 9/1 23 2 3
Lieut. Innes, b. Baird 12
Lieut. Norman, b. Osman 10
Lieut. Anderson, b. Osman 14
Lieut. Hart, b. Osman 0
Lieut. Innes, b. Osman 0
Lieut. Sill, b. Osman 2
Cpl. Winder, b. Taverne 0
Sgt. Miller, b. Palmer, not out 0
Capt. Baird, b. W. Osman 22
Extra 1

BUTTS.

1. Lt. Innes, a. Sturdy & Osman 12
2. Lt. Norman, b. Osman 10
3. Lt. Anderson, b. Osman 14
4. Lt. Hart, b. Osman 0
5. Lt. Innes, b. Osman 0
6. Lt. Sill, b. Osman 2
7. Cpl. Winder, b. Taverne 0
8. Sgt. Miller, Palmer, not out 0
9. Capt. Baird, b. W. Osman 22
10. Extra 1

</

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C. 5th Ed. Lieber's. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction to-DAY (THURSDAY), the 11th November, 1909, commencing at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co's Godown, No. 18 (Kowloon) (for account of the concerned), 577 RALES PAPER. More or Less Damaged or else "SILVIA." Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 11th November, 1909. [1405]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE via Steamship

"CAPRI."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd, Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before NOON on the 20th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 10th November, 1909. [14]



GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in the Colony, in exchange for sterling Bills drawn at 10 days' sight on the LORDS COMMISSIONERS of HIS MAJESTY'S TREASURY, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (THURSDAY), the 11th November, 1909.

The Tender, together with the Bills will be issued for less than £100.

The Tenders to be in duplicates and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS".

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of tender can be had on application.

H. D. STACPOLE, Lt.-Col. A.P.D. Treasury Chest Officer.

His Majesty's Treasury Office.

Hongkong, 8th November, 1909. [1403]

DIRECCAO DAS OBRAS PUBLICAS DE MACAU

Secção d'edifícios

ANUNCIO

(2 a præs)

FAZ-SE PUBLICO QUE, no dia 27 de proximo mês de novembro, pelas 2 horas da tarde, na Secretaria da Direcção das Obras Públicas e porante a comissão a que se refere o Artigo 15.º das "Instruções para adjudicação de obras públicas e de fornecimento de materiais nas províncias ultramarinas", se procederá a arrematada em hasta pública da empreitada geral da obra "Construção da Nova Cadeia Civil", da colina de S. Miguel.

O programa de concurso, o caderno de encargos e o projeto, acham-se na Secretaria da Direcção, onde podem ser examinados, todos os dias úteis, das 10 horas da manhã até as 4 da tarde.

A base de licitação é de £45,774.90.

Para ser admitido no concurso é necessário provar o depósito da quantia de £1,145.00 na Agência do Banco Nacional Ultramarino, como caixa de Tesouro, feito a ordem de S. Ex. o Governador da província.

Esse depósito será efectuado por meio d'uma Comissão de Licitação, a visada na Repartição Superior de Fazenda.

Secretaria de Direcção das Obras Públicas em Macau, 18 de outubro de 1909.

O Engenheiro Director.

A. P. de MIRANDA GUEDES.

[1404]

A LONDON FIRM (ENGLISH) of 20 over years' standing and experience, in the Eastern Trade, wish to extend their business, and offer their services as BUYING and SHIPPING AGENTS for all classes of European goods, on moderate commission basis. Highest Bank references given and required. Write—

"MERCHANT"

Care of Street's,

1398] 30, Cornhill, London, England.

WANTED.

OFFICE FURNITURE and Sample Stands, Second-Hand. Offers to—

Box 1327.

Care of "Daily Press" Office.

Hongkong, 10th November, 1909. [1402]

PUBLIC COMPANIES

NOTICE.

CHINESE ENGINEERING & MINING CO., LIMITED.

A FINAL DIVIDEND of ONE SHILLING and SIXPENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 28th February, 1909.

COUPON NO. 13 is payable on 2nd November, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the HUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE,
Agent.

Hongkong, 30th October, 1909. [1360]

NOTICE.

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the abridged resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions—

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 86 the word "Three" shall be substituted for the word "Ten."

NG LI HING,
General Manager.

Dated the 15th day of October, 1909. [1316]

NOTICE.

I HAVE This Day commenced practice as an ARCHITECT and CIVIL ENGINEER with Offices at the undermentioned address—

COLBOURNE LITTLE,
Fellow of the Royal Institute of
British Architects,

18, Bank Buildings,
Queen's Road Central.

Hongkong, 1st November, 1909. [1364]

NOTICE.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is £5, and the Annual Subscription £2.00. Any respectable Scotman is eligible for Membership.

DAVID WOOD,
Hon. Secretary,
Hongkong, 7th September, 1909. [1174]

FOR SALE.

DEERRINGTON, PEAK ROAD No. 8.
For Particulars apply to—

C. SCHROTER,
King's Buildings, L.I.D.,
Hongkong, 1st September, 1909. [1140]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from £30.00.
3, Duddell Street. [50]

GENUINE CHEAP SALE.

LESS THAN ROCK BOTTOM PRICES.

Enquire within and be convinced.

HOOSAIN-ALI & Co.,

14, Queen's Road Central.
Hongkong, 2nd November, 1909. [41]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at 36, 57 and 75.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co

Hongkong, 26th October, 1906. [1514]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.
SIEMENS & Co.
Hongkong, 6th March, 1907. [47]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS.

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1123]

WANTED.

OFFICE FURNITURE and Sample Stands, Second-Hand.

Offers to—

Box 1327.

Care of "Daily Press" Office.

Hongkong, 10th November, 1909. [1402]

ENTERTAINMENTS

THEATRE ROYAL.

COMMENCING:

TO-NIGHT

THURSDAY, Nov. 11.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN

No. 1

COMEDY Co.

IN ALL THE GREATEST AND

LATEST LONDON SUCCESSES.

THURSDAY, 11TH NOVEMBER.

For the first time in Hongkong.

The Latest London Comedy Success

MR. PREEDY AND

THE COUNTESS.

Now Crowding the Criterion Theatre, London.

FRIDAY, 12TH NOVEMBER.

Gerald De Maurier's Great Play

RAFFLES

SATURDAY, 13TH NOVEMBER.

Cyril Maude's Greatest HIT

THE FLAG

LIEUTENANT.

PRICES: \$3, \$2 & \$1.

Seat may now be booked at—

MOUTRIE & Co.

Doors Open 8.

Commence 9.

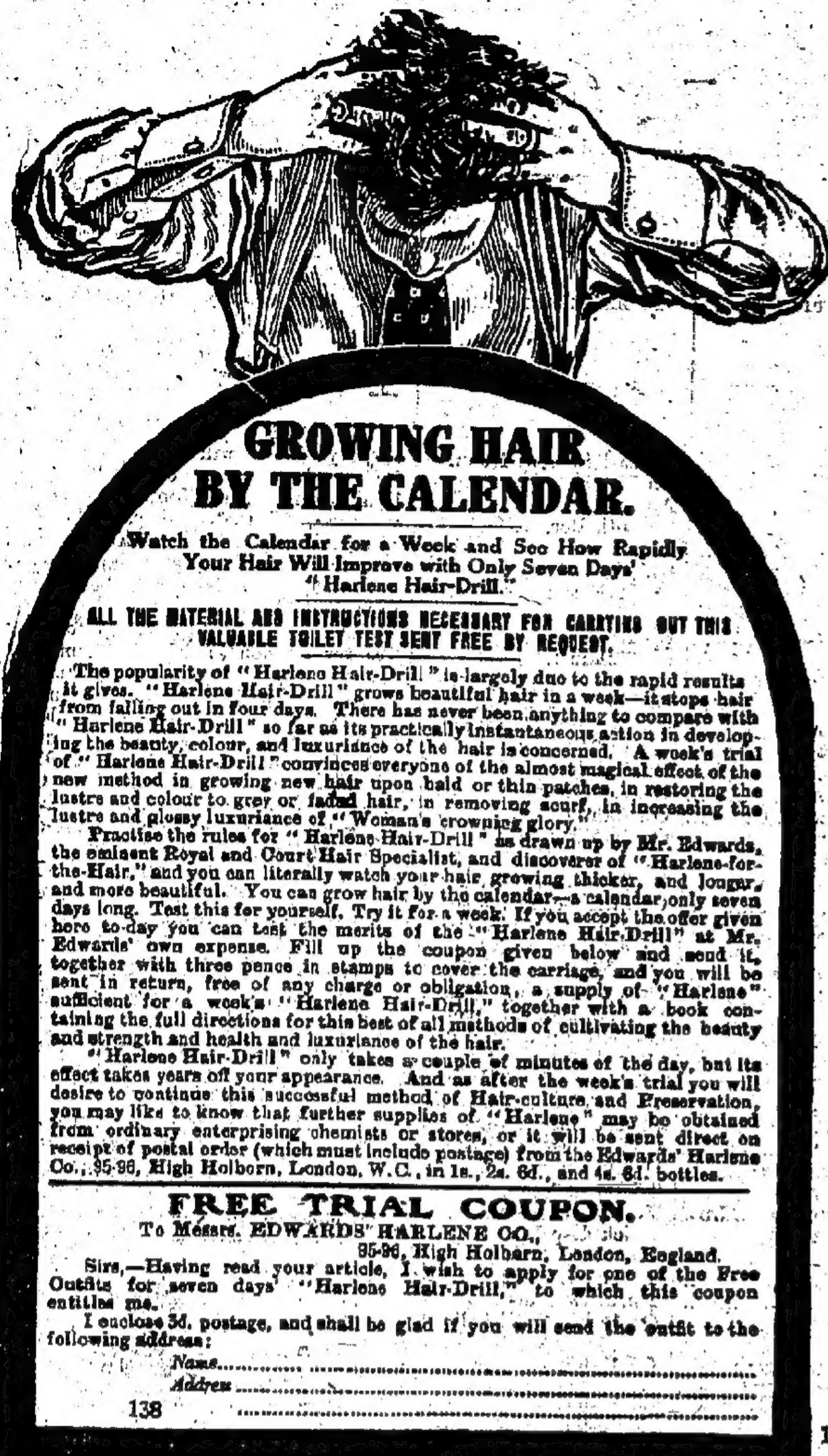
Late Train to the Peak after Performances.

[1300]

TO LET

OFFICES TO LET.

TO LET



GROWING HAIR BY THE CALENDAR.

Watch the Calendar for a Week and See How Rapidly Your Hair Will Improve with Only Seven Days' Harlene Hair-Drill.

ALL THE MATERIAL AND INSTRUCTIONS NECESSARY FOR CARRYING OUT THIS VALUABLE TOILET TEN SENT FREE BY REQUEST.

The popularity of "Harlene Hair-Drill" is largely due to the rapid results it gives. "Harlene Hair-Drill" grows beautiful hair in a week—it stops hair from falling out in four days. There has never been anything to compare with "Harlene Hair-Drill" so far as its practically instantaneous action in developing hair is concerned. A week's trial of "Harlene Hair-Drill" convinces every one of the almost magical effect of the new method in growing new hair upon bald or thinning heads. In restoring the lustre and glossiness to grey or faded hair, in removing scurf, in increasing the lustre and glossiness of "Woman's crowning glory."

Practise the rules for "Harlene Hair-Drill" as drawn up by Mr. Edwards, the Patent Royal and Court Hair Specialist, and discover of "Harlene-For-Hair." You can practise it on the calendar—a calendar, only seven days long. Test this for yourself. Try it for a week. If you like it, keep the offer given here to-day you can lost the merits of the "Harlene Hair-Drill" for only Mr. Edwards' own expense. Fill up the coupon given below, and send it, together with three pence in stamp to cover the carriage, and you will be sent in return, free of any charge or obligation, a supply of "Harlene" Medicine, a special "Harlene Hair-Drill," together with a book containing the full directions for the best and easiest methods of cultivating the beauty and strength and health and luxuriance of the hair.

"Harlene Hair-Drill" only takes a couple of minutes of the day, but its effect taken years off your appearance. And as after the week's trial you may like to know that further supplies of "Harlene" may be obtained from ordinary enterprising chemists or stores, or it will be sent direct on a special trial basis (which must include postage) from the Edwards' Harlene Co., 35-36, High Holborn, London, W.C., in 1s, 2s, 6d, and 4s. bottles.

FREE TRIAL COUPON.

To Messrs. EDWARDS' HARLENE CO., 35-36, High Holborn, London, England.

Sirs.—Having read your article, I wish to apply for one of the Free Outfits for seven days "Harlene Hair-Drill," to which this coupon entitles me.

I enclose 3d. postage, and shall be glad if you will send the outfit to the following address:

Name: _____

Address: _____

138

1183-3

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS;

TONS. EBO.

"PRINZESS ALICE" - 10,911 - ON MARCH 23RD.

Capt. P. GEORGE.

"KLEIST" - - - - 9,000 - ON APRIL 6TH.

Capt. O. PANNKE.

"PRINZ LUDWIG" - - 9,630 - ON APRIL 20TH.

Capt. F. V. BUNKE.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

MELCHERS & CO.,
GENERAL AGENTS.

1226]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EFFECTIVE FROM OCT. 23RD, 1909.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORE MARU" and "SAIKO MARU" (2,877 tons each) as follows:—

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen ()	12.00 a.m.	Monday or Tuesday
Lv. — Mukden	9.45 p.m.	Sunday
Lv. — Changchun	10.10 p.m.	Tuesday
Ar. — Changchun	5.30 a.m.	Wednesday
Lv. — (Russian Train)	6.30 a.m.	Saturday
Ar. — Harbin ()	3.20 p.m.	"
Connecting at Harbin with ()		
State Express for Moscow.	State Express for Moscow.	State Express for St. Pet's.

SOUTH-BOUND.

Connecting at Harbin with ()	State Express from St. Pet's.	State Express from Moscow.	Wagon-Lits from Moscow.
Leave—Harbin (Russian Train)	Tuesday	Thursday	Saturday
Arrive—Changchun ()	11.05 a.m.	"	"
Lv. —	9.45 p.m.	"	"
Ar. — Mukden	10.00 p.m.	"	"
Lv. —	5.05 a.m.	"	"
Ar. — Dairen	6.20 a.m.	"	"
Lv. —	3.00 p.m.	"	"
Ar. — Shanghai ()	Friday	Sunday	Tuesday

* Russian Train Time is 23 minutes earlier than S. M. R. Time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add., "YAMATO") At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the Company's management.

FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "MANTEED." Code: A.R.C., 5th Ed., A.I. and Lieber's. [137-722]

PRESIDENT TAFT FAVOURS SHIPPING SUBSIDIES.

Speaking recently at Seattle, President Taft, after touching on the question of self-government for Alaska, to which he was strongly opposed, proceeded as follows:—

TRADE WITH PHILIPPINES.

Since I visited the coast I am glad to say that the Philippines have had extended to them in the matter of a tariff law a measure of justice, which ought to have been adopted nine years ago. If it had been adopted the city of Seattle, the city of San Francisco and the whole Pacific coast would have profited by its enactment. Free trade with the Philippines as now established between the islands and this country will develop an exchange of business between the two countries which will be greatly to the advantage of both.

Trade in the Philippines has long had one trend, and it will take some time, perhaps two or three years, to effect a change, even now that the law is passed, but a familiarity with the situation in the islands makes me confident that the Pacific coast will come to value more and more highly the trade from the Philippines, which will fall to it. There are many industries in the Philippines the products of which will sell well in the United States now that the tariff is lifted from them; and with similar relief from burden in entering the Philippines, American manufacturers will have a far wider sale in those distant islands in the Pacific.

The Panama canal will be completed on or before the 1st of January, 1915, and with its completion the trade between the eastern and western coasts of this country will be revolutionized, for the carriage of heavy bulk merchandise between the Pacific and the Atlantic Oceans is almost certain to be by water. This will reduce the trans-continental business to the carriage of the more valuable classes of merchandise, which can profitably pay higher rates of transportation. More than this, it will change the avenues of international trade, will bring the eastern coast of America closely in touch with the western coast of South America, and will greatly facilitate the direct transportation from the west coast of America to Europe.

PROGRESS SHOWN IN ORIENT.

China is waking up. She is approaching a period of development that can not but increase her trade and augment her importance as a customer and as a trader with this country, while Japan and all the other Oriental countries are moving onward with giant steps in the commercial competition of the world. The may prophesy that have been made that, in the next half century the commercial progress of the world is to be seen more decidedly in the Pacific than anywhere else are certainly well founded, and under those conditions it behoves us Americans interested in pushing our trade into every corner of the globe to take steps to repair a condition that exists in respect to our merchant marine that is humiliating to our national pride and most burdensome to us in competition with other nations in the obtaining of international trade.

We maintain a protective tariff to encourage our manufacturing, farming and mining industries at home and within our jurisdiction, but when we assume to enter into competition upon the high seas in trade between international ports our jurisdiction to control that trade, as far as the vessels of other nations are concerned, of course, ceases, and the question which we have to meet is how, with the greater wages that we pay, with the more stringent laws that we enact for the protection of our sailors, and with the protective system making a difference in the price between the necessities to be used in the maintenance of a merchant marine, we shall enable that merchant marine to compete with the merchant marines of the rest of the world.

HEAVY FOREIGN SUBSIDIES.

This is not the only question, either, for it will be found on an examination of the methods pursued in other countries, with respect to their merchant marine, that there is now extended by way of subsidies by the various governments to their respective ships upward of \$35,000,000, and this offers another means by which in the competition the American merchant ship is driven out of business and finds itself utterly impossible to beat against its foreign competitors.

Not only this, but so inadequate is the American merchant marine to-day in seeking auxiliary ships with which to make our navy as an instrument of offence or indeed in sending it around the world as a fleet, we have to call on vessels sailing under a foreign flag to carry the coal and to supply the other needs of such a journey. Were we compelled to go into a war to-day our merchant marine lacks altogether a sufficient tonnage of auxiliary unarmed ships absolutely necessary to the proper operation of the navy, and were a war to come on we should have to purchase such vessels from foreign countries, and this might, under the law governing neutrals, be most difficult.

The trade between the eastern ports of the United States and South America is a most valuable trade, and now equals something like \$250,000,000; but European nations, appreciating the growing character of this trade, have by subsidies and other means of encouragement so increased the tonnage of large and well-equipped vessels from Europe to the ports of South America as visibly to affect the proportion of trade which is coming to the United States by the very limited service of a direct character between New York and South American ports.

JAPAN'S RAPID PROGRESS.

I need not tell you of the inadequacy of the American shipping marine on the Pacific coast and the growing power for commercial purposes in this regard of the empire of Japan. Japan is one of the most active and generous countries in the matter of subsidies to its merchant marine that we have, and the effect is only too visible in an examination of the statistics.

For this reason, it seems to me, that there is no subject to which congress can better devote its attention in the coming session than the passage of a bill which shall encourage our merchant marine in such a way as to establish American lines directly between New York and other eastern ports and South American ports, and between our Pacific coast ports and the Orient and the Philippines. We can profit from our foreign mail from \$5,000,000 to \$30,000,000 a year. The application of that amount would be quite sufficient to put on a satisfactory basis two or three Oriental lines and several lines from the east to South America. Of course, we are familiar with the argument that this would be contributing to private companies out of the treasury of the United States; but we are thus contributing in various ways on similar principles in effect, both by our protective tariff law, by our river and harbour bills and by our reclamation service. We are not putting money in the pockets of shipowners, but we are giving them money with which they can compete for a reasonable profit only with the merchant marine of the world.

From my observation I think the country is ready now to try such a law and to witness its effect in a comparatively small way upon the foreign trade of the United States. If it is successful, experience will show how the policy can best be expanded and enlarged, and the American commercial flag be made to wave upon the seas as it did before our civil war. It

is true that our foreign trade is great and increasing, and this without the merchant marine, but it is also true that the ownership of a merchant marine greatly enhances the opportunities for extending trade for the merchants of the country having such a merchant marine.

TALKS ON OLD CHINA.

Mrs. Willoughby Hodgson gave the first of a series of lectures entitled, "Talks on Old China," at Thackeray Cottage, King-street, Kensington, recently. She began by referring to the history of porcelain in the land of its origin, for as she remarked, if it had not been for the example of China the ware would probably not have been made in Europe, a supposition which seemed the more justifiable when she proceeded to describe the devoted and persevering efforts that were made through the centuries by the potteries of Europe to reproduce the beauty and delicacy of the rare pieces that had come from the East. The Italians had found their gone eclipsed when the Crusaders brought home elaborate specimens, which were regarded with equal surprise and enthusiasm, but the ardour of the potteries of Italy to produce similar material and workmanship led only to disappointment. Art that had taken perhaps thousands of years in perfecting was not to be learnt all at once, even if the ingredients of the paste had been known. Mrs. Hodgson, however, was doubtful as to the truth of the story that the porcelain had been made in China as long ago as 259 B.C. She described the characteristics of ancient China, its beauty of colour and design, its extreme thinness, as exemplified in the eggshell kind, its significant part in the decoration of palaces and temples, and some of the traditions associated with the industry in its Eastern home. The workmen were devotees to the art, who felt honoured by being permitted to have a share in it. Indeed, their zeal seemed to have been carried to the point of fanaticism, for it is said that on one occasion when the Emperor found fault with the product, he was so angry that he caused the workmen to be beaten.

There is a sufficient number of these

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very last, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

CHURCH WORK IN MANCHURIA.

Bishop Corfe writes to the *Times* as follows:—

"I have just completed a tour of Southern Manchuria, which, since the conclusion of the Russo-Japanese war, has become the field of

remarkable active developments. The sole

object of the tour was to ascertain the number

and whereabouts of the members of the Anglican

communion—English, American, and English-

speaking Chinese and Japanese—with a view to

providing them, as soon as possible, with regular

or even occasional ministrations. Newchwang

in the south of the province, being at present

the only place possessing a church and resident

chaplain. There are already a sufficient

number of residents to justify Bishop Scott in

opening a work there and using Mukden as a

centre whence, by means of the railways,

trips may be paid to other places. Accordingly

he has rented, for one year, a house

SHIPPING.

ARRIVALS.
 CARL DIEDERICHSSEN, German str., 774, J. Kaysor, 10th Nov.—Haiphong 6th Nov., General—Jensen & Co.
 CAPRI, Italian str., 2,761, Dini, 9th November—Bombay 19th Oct. and Singapore 1st Nov.—Douglas, Lepak & Co.
 CHENAN, British str., 1,350, Owen, 10th Nov.—Shanghai 7th Nov., General—Butterfield & Swire.
 CHONGMING, British str., 10th Nov.—Canton, CHINHUA, British str., 10th Nov.—Canton, CHIYUEN, Chinese str., 1,177, C. Stewart, 10th Nov.—Shanghai 5th and Amoy 9th Nov., General—C. M. S. N. Co.
 DEUCALION, British str., 4,476, J. Kupenhausen, 10th Nov.—Singapore 4th November, General—Butterfield & Swire.
 HAIYANG, British str., 1,362, Hodges, 10th November—Swatow 9th Nov., Tea and General—Douglas, Lepak & Co.
 KAIYONG, British str., 987, Cole, 10th Nov.—Cebu 1st and Illoilo 5th Nov., Hemp and Sugar—Butterfield & Swire.
 MARIE, German str., 1,169, P. Christiansen, 10th November—Java 31st Oct., Sugar—Jensen & Co.
 SOUDAN, British transport, 6,690, C. Lockyer, 9th Nov.—Chingtao 20th October—P. & O. S. N. Co.
 TUNEVUS, Norwegian str., 1,039, C. L. Halvorsen, 10th Nov.—Tsingtao 4th Nov., Salt—Biemson & Co.
 VICTORIA, Swedish str., 998, Thor Eckert, 10th November—Haiphong and Hoilow 8th Nov., Rice and General—Chinese.

CLEARANCES
 AT THE HARBOUR MASTER'S OFFICE.
 10th November.
 Alderham, British str., for Sydney.
 C. Diederichsen, German str., for Canton.
 Chongming, British str., for Weihaiwei.
 Chosho Maru, Jap. str., for Swatow.
 Deucalion, British str., for Yokohama.
 Kueichow, British str., for Tientsin.
 Nanchang, British str., for Nanchang.
 Proteus, Norwegian str., for Swatow.
 Sengua, British str., for Newchow.
 Tong Hong, British str., for Amoy.
 Yebashi Maru, Jap. str., for Shanghai.

DEPARTURES.

10th November.
 BRAEMIR, British str., for Nagasaki.
 ECLIPSE, British ship, for New York.
 HAIMUN, British str., for Swatow.
 IYO MARU, Japanese str., for Singapore.
 PARLAT, German str., for Bangkok.
 TIENTSIN, British str., for Shanghai.

SHIPPING REPORTS.
 The British str. *Haway* reports: Light N.E. breeze and fine weather.
 The British str. *Education* reports: Strong Northerly winds and high head sea.

VESSELS IN DOCK.

November 10th.
 ABEDDOON DOCK—KOWLOON DOCK—On Lee, Lyndhurst, Kingshan, Kutsang, Tung Mar, H. S. Whiting.
 COSMOPOLITAN DOCK—

TAKOO DOCK—St. Enoch, Hupeh, Hoilow, Pekaburi, Merey, Yingkow.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
 (Floris and Rubinstein United Companies,

STEAM FOR BOMBAY
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
 "CAPRI"
 Captain Dini, will be despatched above TO-DAY, the 11th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO., Agents,
 Hongkong, 6th November, 1909.

CANADIAN PACIFIC RAILWAY CO.
 FOR VANCOUVER.
 THE Steamship
 "KUMERIC,"
 FROM HONGKONG,
 On THURSDAY, 18TH NOVEMBER,
 FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the
 "AYMEBIC" ... 16th December.
 "SUVERIC" ... 1910, 13th January.
 "OCEANO" ... 10th February.
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.
 For further information regarding rates of freight, etc., apply to
 CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast).

THE Steamship
 "WYNERIC,"
 will be despatched for the above Ports on SATURDAY, the 20th November, 1909.
 For Freight, apply to
 ARNOLD, KARBERG & CO., Agents,
 Hongkong, 25th October, 1909.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "b." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.
 SECTIONS.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & BIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON, HULL & ANTWERP.	BERCONSHIRE	Brit. str.	—	JARDINE, MATTHESON & CO., LTD.	On 26th inst.	
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMOU	Brit. str.	—	P. & O. S. N. Co.	About 1st Dec.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ABADIA	Cor. str.	—	HAMBURG-AMERICA LINIE	On 20th Dec.	
HAVRE, ROTTERDAM & HAMBURG, &c.	BLORAVIA	Ger. str.	—	HAMBURG-AMERICA LINIE	On 20th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	—	HAMBURG-AMERICA LINIE	On 25th inst.	
HAVRE, HAMBURG & ANTWERP, &c.	SEISLEIA	Ger. str.	—	HAMBURG-AMERICA LINIE	On 30th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SENZAMBRIA	Ger. str.	—	HAMBURG-AMERICA LINIE	On 15th Dec.	
HAVRE & HAMBURG VIA STRAITS, &c.	PEKING	Dan. str.	—	HAMBURG-AMERICA LINIE	On 1st Jan.	
MARSEILLES, HAVRE, COPENHAGEN, &c.	FRENAR	Brit. str.	—	MELCHERS & CO.	On 20th inst.	
MARSEILLES, &c., VIA PORTS OF CALL.	ARMAND BEHIC	Brit. str.	—	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKARA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 24th inst., at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 8th Dec., at D'light	
TRISTE, &c., VIA SINGAPORE, &c.	CHINA	Aust. str.	—	SANDER, WIELER & CO.	About 24th inst.	
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	MELCHERS & CO.	On 17th inst., at Noon.	
NEW YORK	WING JIG	Brit. str.	—	DODWELL & CO., LTD.	On 17th inst.	
BOSTON & NEW YORK	KUMERIC	Brit. str.	—	ARNHOLD, KARBERG & CO.	On 20th inst.	
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	YUEN YUEN	Brit. str.	—	DOWDELL & CO., LTD.	On 18th inst.	
VANCOUVER VIA JAPAN PORTS	YUEN YUEN	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 21st inst., at Noon.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	YUEN YUEN	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 4th Dec., at 7 A.M.	
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	YUEN YUEN	Brit. str.	—	YUEN YUEN	On 7th Dec., at Noon.	
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	YUEN YUEN	Brit. str.	—	YUEN YUEN	On 4th Jan., at Noon.	
TACOMA VIA SHANGHAI & JAPAN	YUEN YUEN	Brit. str.	—	YUEN YUEN	On 19th Dec., at D'light	
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	YUEN YUEN	Brit. str.	—	YUEN YUEN	On 10th Dec., at Noon.	
AUSTRALIAN PORTS VIA MANILA	NIKRO MARU	Brit. str.	—	YUEN YUEN	On 26th inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	PRINZ WILDEMAR	Ger. str.	—	YUEN YUEN	On 30th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	YUEN YUEN	On 3rd Dec., at D'light	
AUSTRALIAN PORTS VIA MANILA	KAWACHI MARU	Jap. str.	—	YUEN YUEN	On 24th inst., at Noon.	
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	YUEN YUEN	On 13th inst., at D'light	
MAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	YUEN YUEN	On 20th inst., at D'light	
MAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	YUEN YUEN	On 24th inst., at Noon.	
JAPAN	KUMANO MARU	Jap. str.	—	YUEN YUEN	Quick despatch.	
TIENTSIN	KUMANO MARU	Jap. str.	—	YUEN YUEN	To-day, at Noon.	
TIENTSIN, VIA WEIHAIWEI & CHEFOO	KUMANO MARU	Jap. str.	—	YUEN YUEN	Quick despatch.	
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Jap. str.	—	YUEN YUEN	On 17th inst.	
SHANGHAI, YOKOHAMA & KOBE	CANTON	Dan. str.	—	YUEN YUEN	To-day, at 4 P.M.	
SHANGHAI	CHINUA	Brit. str.	—	YUEN YUEN	About 12th inst.	
SHANGHAI	ASAYE	Brit. str.	—	YUEN YUEN	On 14th inst., at D'light	
SHANGHAI	CHINUA	Brit. str.	—	YUEN YUEN	On 14th inst., at D'light	
SHANGHAI	CHOTANG	Brit. str.	—	JARDINE, MATTHESON & CO., LTD.	On 17th inst.	
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	—	MELCHERS & CO.	On 17th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	HAMBURG-AMERICA LINIE	On 18th inst.	
SHANGHAI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	—	HAMBURG-AMERICA LINIE	On 18th inst., at 4 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	ANHUI	Brit. str.	—	P. & O. S. N. CO.	About 19th inst.	
SHANGHAI	PALAWAN	Brit. str.	—	BUTTERFIELD & SWIRE	On 21st inst., at D'light	
SHANGHAI, MOJI, KOBE & YOKOHAMA	TAKAMARU	Jap. str.	—	BUTTERFIELD & SWIRE	On 25th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMSANG	Brit. str.	—	BUTTERFIELD & SWIRE	On 30th inst., at 3 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	TJUMARI	Dut. str.	—	YUEN YUEN	Quick despatch.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	DALIN MARU	Jap. str.	—	YUEN YUEN	On 14th inst., at 10 A.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	KAI FONG	Brit. str.	—	YUEN YUEN	To-morrow, at 4 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAICHING	Brit. str.	—	YUEN YUEN	On 13th inst., at Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	HAI MUN	Brit. str.	—	YUEN YUEN	On 16th inst., at 10 A.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	SINGAN	Brit. str.	—	YUEN YUEN	On 13th inst., at 5 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	YUEN YUEN	To-day, at 10 A.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	RUBI	Brit. str.	—	YUEN YUEN	To-morrow, at 4 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	TAMING	Brit. str.	—	YUEN YUEN	On 13th inst., at Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUEN SANG	Brit. str.	—	YUEN YUEN	On 16th inst., at 10 A.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	ZATIRO	Brit. str.	—	YUEN YUEN	On 13th inst., at 5 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	TEAN	Brit. str.	—	YUEN YUEN	To-day, at Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	YUEN YUEN	On 23rd inst., at 3 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	—	YUEN YUEN	Middle of Nov.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAPEI	Brit. str.	—	YUEN YUEN	On 19th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	YUEN YUEN	To-day, at Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUMANG	Brit. str.	—	YUEN YUEN	To-morrow, at 2 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	TIJILATAP	Dut. str.	—	YUEN YUEN	On 17th inst., at 3 P.M.	
These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.						Quick despatch.

THE BANK LINE, LIMITED.

Taking Cargoes on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	TONS.	Captain.	Sailing Date.

</

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 12th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 13th Nov.	See Special OF CALL.
SHANGHAI, MOJI, KOBE & PALAWAN	Capt. H. Powell	Nov.	Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR	About 1st Dec.	Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent.		

Hongkong, 5th November, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
HOIHOW, PAKHOI and HAIPHONG "SINGAN"	On 11th Nov., 10 A.M.
TIENTSIN "KUICHEW"	On 11th Nov., Noon.
SHANGHAI "CHINHUA"	On 11th Nov., 4 P.M.
AMOY, MANILA, CEBU and ILOLO "KAIFONG"	On 12th Nov., 4 P.M.
SHANGHAI "CHENAN"	On 14th Nov., D'light
MANILA "TAMING"	On 16th Nov., 3 P.M.
SHANGHAI "ANHUI"	On 18th Nov., 4 P.M.
SHANGHAI "LINAN"	On 21st Nov., D'light
MANILA "TEAN"	On 23rd Nov., 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, "TAIYUAN"	On 30th Nov., 4 P.M.
With Transhipment to TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	
DIRECT SAILINGS TO WEST RIVER.	Twice Weekly.
SS. "LINTAN" and SS. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior

Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to— BUTTERFIELD & SWIBRE,

Hongkong, 11th November, 1909.

AGENTS. 11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS	TO SAIL
TIENTSIN via WEIHAIWEI & CHEFOO "CHEONGSHING"	Thursday, 11th Nov., 11 A.M.
SINGAPORE, PENANG & CALCUTTA "KUTSANG"	Friday, 12th Nov., 2 P.M.
MANILA "LOONGSANG"	Friday, 12th Nov., 4 P.M.
SHANGHAI "CHORYSANG"	Sunday, 14th Nov., D'light
SINGAPORE, PENANG & CALCUTTA "KUMSANG"	Wednesday, 17th Nov., 3 P.M.
MANILA "YUENSANG"	Friday, 19th Nov., 4 P.M.
THAI, YOKOHAMA, KOJI & MOJI "NAMSANG"	Tuesday, 30th Nov., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KOTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Seas) and Moji to Hongkong, providing a stay 5 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 10th November, 1909.

GENERAL MANAGERS. 16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
HAITANG	AMOY and FOOCHOW	SATURDAY, 13th Oct., at Noon.
HAIMUN	SWATOW	SATURDAY, 13th Nov., at 5 P.M.
HAICHING	SWATOW, AMOY and FOOCHOW	TUESDAY, 16th Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PINE).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 11th November, 1909.

10

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 17th November.
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"PEKING"	20th November.
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"CANTON"	Middle of December.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 6th November, 1909.

6

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
HOMeward.

OUTWARD.

FOR HAVRE, ROTTERDAM & HAMBURG:	20th Nov.
S.S. SUEVIA	17th Nov.
S.S. BENEGAMIA	18th Nov.
S.S. BITHONIA	1st Dec.
S.S. SCANDIA	10th Dec.
S.S. BRASILIA	18th Dec.
S.S. BEGOVIA	28th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

12

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)
COLOMBO		MARSEILLES & LONDON	PLYMOUTH
			FRIDAY
Steamer	1 P.M. SATURDAY	Steamer	SATURDAY
ARCADIA	February 5	MANTUA	March 5
ASSAYE	February 19	CHINA	March 19
DELTA	March 5	MAIWA	April 2
MACEONIA 10500	March 19	(Through Steamer calling at BOMBAY)	April 16
DEVANHA	April 2	MONGOLIA	April 30
ASSAYE	April 16	MARMORA	May 14
DELTA	April 30	MOREA	May 28
DELHI	May 14	MOOLTAN	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1ST SALOON £71.10 SINGLE £105.14 RETURN.

2ND £48.83 £72.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
	about	about
SYRIA	January 26	March 12
SUMATRA		

